

USFJ SPILL REPORT			
SPILL INCIDENT DATA			
1. DATE AND TIME OF SPILL 12 Jun 2018, 09:30	2. DATE AND TIME OF REPORT 03 Jul 2018, 14:25	3. LOCATION / INSTALLATION MCAS Futenma	
4. MISSION IMPACT Moderate		5. PRODUCT INVOLVED JP-5 Fuel	6. QUANTITY SPILLED 2510.0 gallons
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) The fuel release originated at Valve Box-52 (VB-52), which is located within the Fuels Division compound on MCAS Futenma. The large volume of fuel quickly overwhelmed the Oil Water Separator (OWS) that is directly connected to the secondary containment for VB-52 and then drained directly into the surrounding grass. From there, the fuel travelled approximately 716 feet from the point of release to where it ultimately stopped, migrating via concrete drainage ditches, grassy swales, and one drainage pipe.			
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT This incident was due to a lack of operational checks and/or controls as well as human error. First, Fuels Division Standard Operating Procedures (SOPs) did not adequately address the alignment of all valves at VB-52. Second, a (b) (6), (b)(3)(A)(ii) Marine opened both the inlet and outlet valves to the OWS in order to drain water that had accumulated within secondary containment for VB-52; however, neither valve was closed prior to fuel being pushed through the pipeline.			
ENVIRONMENTAL			
9. DID THE FUEL ENTER A WATERWAY?		YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT This fuel release contaminated soil, grass, sediment, and debris (hereafter referred to as contaminated soil) within the immediate incident area.			
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?		NO. (Proceed to block 11.)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT Not applicable.			
11A. WEATHER CONDITIONS AT TIME OF SPILL Sunny		11B. WEATHER CONDITIONS AT TIME OF REPORT Rain	
PUBLIC RELATIONS			
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?		YES. (Fill out blocks 12A. and 12B.)	
12A. WHAT US ORGANIZATIONS/AGENCIES? USFJ, MCAS Futenma, and (b) (6), (b)(3)(A)(ii) personnel.		12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES? None	
DLA ENERGY OWNED FUEL			
13. IS THIS DLAE OWNED FUEL?	YES. (Fill out 13A., 13B., and 13C.)		13A. DODAAC SE8C02
13B. COUNTRY Japan	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY. Costs incurred by the (b) (6), (b)(3)(A)(ii) for the clean-up of this incident totaled \$130,642.42. These costs included: procurement of (46) 85-gallon steel drums; disposal of 40,805 Lbs. of contaminated soil; procurement of (60) square meters of replacement sod; procurement of 7 Kgs. of replacement soil; and procurement of (3) installation sticks (for the sod).		
REPORT INFORMATION			
14. SPILL REPORT SEQUENCE NUMBER SL-2018-0000015		16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION		16A. NAME (b) (6), (b)(3)(A)(ii)	
15A. NAME (b) (6), (b)(3)(A)(ii)		16B. RANK/PAY GRADE	
15B. RANK/PAY GRADE		16C. ORGANIZATION Marine Corps Installations Pacific (MCIPAC) Marine Corps Air Station (MCAS) Futenma (b) (6), (b)(3)(A)(ii)	
15C. ORGANIZATION (b) (6), (b)(3)(A)(ii)		16D. EMAIL (b) (6), (b)(3)(A)(ii)	
15D. EMAIL (b) (6), (b)(3)(A)(ii)		16E. TELEPHONE DSN: (b) (6), (b)(3)(A)(ii)	
15E. TELEPHONE		16F. STATUS (b) (6), (b)(3)(A)(ii)	

## SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES

### 17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).

No injuries or casualties resulted from this incident.

### 18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.

(b) (6), (b)(3)(A)(ii) personnel utilized absorbent pads and socks in an attempt to absorb the fuel. Obviously contaminated soil was removed from the incident site. In total, 39.9 Lbs. of used absorbents and 40,805 Lbs. of contaminated soil was recovered, containerized, and will ultimately be disposed of via DLA-Distribution Services. Geotextile matting was installed in areas where soil and/or grass was removed in order to mitigate red soil runoff. Replacement soil and sod have been purchased and are expected to be installed once the materials are received.

### 19. QUANTITY OF PRODUCT RECOVERED?

240.0 gallons

### 19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?

Product was removed by local contractor during emergency OWS cleaning.

### 20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?

YES. (Fill out blocks 20A, 20B, and 20C)

### 20A. HW WAS TAKEN TO WHAT FACILITY?

ESTs Hazardous Waste Storage Area (HWSA), Bldg. (b)(3)(A)(ii) Camp Kinser

### 20B. HW MANIFEST NUMBER

Not applicable

### 20C. DISPOSAL METHOD

DLA Disposition Services (DRMO)

### 21. NAME AND PARTIES INVOLVED CLEANUP

#### 21A. NAME

(b) (6), (b)(3)(A)(ii)

#### 21B. RANK/PAY GRADE

(b) (6), (b)(3)(A)(ii)

#### 21C. TELEPHONE

(b) (6), (b)(3)(A)(ii)  
DSN:

#### 21D. ORGANIZATION

Marine Corps Installations Pacific (MCIPAC)  
Marine Corps Air Station (MCAS) Futenma (b) (6), (b)(3)(A)(ii)

#### 21E. EMAIL

(b) (6), (b)(3)(A)(ii)

#### 21F. SECURE EMAIL

(b) (6), (b)(3)(A)(ii)

### 22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT

(b) (6), (b)(3)(A)(ii), (b) (5)

## INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT

### 1. References

- USFJ Instruction 23-101
- Japan Environmental Governing Standard (JEGS)
- DLA Energy-I-13.

### 2 General

- The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base. Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter\_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)
- This form provides the minimum information which shall be contained in a spill report to USFJ.
- A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.
- Please spell out acronyms the first time used.

### 3. Entries in numbered blocks. (Self-explanatory block omitted.)

- Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.
- Block 4: Did spill or incident cause equipment to be out of service?
- Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)
- Block 6: All quantities are in U.S. gallons.
- Block 7: How did the spill happen?
- Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.
- Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.
- Block 10: Off-base notification is critical to host nation relations and will be done through USFJ.
- Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.
- Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.
- Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.
- Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.
- Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>
- Block 14. Spill report numbers are in sequence 001/002/003/etc.
- Block 19. All quantities are in U.S. gallons.
- Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.



USFJ SPILL REPORT			
SPILL INCIDENT DATA			
1. DATE AND TIME OF SPILL 12 Jan 2018, 18:50	2. DATE AND TIME OF REPORT 18 Jan 2018, 14:05	3. LOCATION / INSTALLATION MCAS Futenma	
4. MISSION IMPACT Minor.		5. PRODUCT INVOLVED JP-5 Fuel.	6. QUANTITY SPILLED 265.0 gallons
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) Maintenance crews were performing routine maintenance on an MV-22 aircraft when the spill occurred. Fuel immediately entered a storm drain next to the aircraft. From there, rain carried the fuel through the storm drain system and into a mid-field culvert. An estimated 265 gallons (1,800 Lbs.) of fuel was released. The fuel from this incident was completely retained within the MCAS Futenma fence line. MCAS Futenma Crash Fire Rescue (b) (6), (b)(3)(A)(ii) MCIPAC Fire and Emergency Services, and MCIPAC-MCB Camp S. D. Butler personnel responded to this incident.			
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT Unit personnel were replacing a pressure refuel valve on an MV-22 aircraft. The sponson tank was empty; however, this maintenance procedure created a syphon that enabled the wing auxiliary tanks, which were full, to begin draining.			
ENVIRONMENTAL			
9. DID THE FUEL ENTER A WATERWAY?		YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT The release entered the underground storm drain system as well as a mid-field culvert. Silt deposits, debris, and sediment within the culvert were contaminated with JP-5 fuel.			
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?		NO. (Proceed to block 11.)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT Not applicable.			
11A. WEATHER CONDITIONS AT TIME OF SPILL Light Rain		11B. WEATHER CONDITIONS AT TIME OF REPORT Sunny	
PUBLIC RELATIONS			
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?		YES. (Fill out blocks 12A. and 12B.)	
12A. WHAT US ORGANIZATIONS/AGENCIES? (b) (6), (b)(3)(A)(ii) MCAS Futenma CFR, MCIPAC Fire and Emergency Services, and (b) (6), (b)(3)(A)(ii)		12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES? None.	
DLA ENERGY OWNED FUEL			
13. IS THIS DLAE OWNED FUEL?	NO. (Proceed to block 14.)		13A. DODAAC Not applicable.
13B. COUNTRY Not applicable.	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY. Not applicable.		
REPORT INFORMATION			
14. SPILL REPORT SEQUENCE NUMBER SL-2018-0000003		16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION		16A. NAME (b) (6), (b)(3)(A)(ii)	
15A. NAME (b) (6), (b)(3)(A)(ii)		16B. RANK/PAY GRADE	
15B. RANK/PAY GRADE		16C. ORGANIZATION (b) (6), (b)(3)(A)(ii)	
15C. ORGANIZATION (b) (6), (b)(3)(A)(ii)		16D. EMAIL (b) (6), (b)(3)(A)(ii)	
15D. EMAIL (b) (6), (b)(3)(A)(ii)		16E. TELEPHONE (b) (6), (b)(3)(A)(ii)	
15E. TELEPHONE (b) (6), (b)(3)(A)(ii)		16F. STATUS (b) (6), (b)(3)(A)(ii)	

**SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES****17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).**

No injuries or casualties resulted from this incident.

**18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.**

(b)(3)(A)(ii), (b)(6) 19. 01/12/2018 - On-scene personnel utilized silicone drain covers in order to prevent any additional fuel from entering the storm drain system. Moreover, a variety of absorbents such as dry sweep as well as hydrophobic pads, pillows, socks, and booms were deployed in order to contain the spill and clean it up as best as possible. - 01/13/2018 - personnel conducted a site survey. Coarse of action included removing contaminated absorbents from the site as well as deploying hydrophobic booms along the mid-field culvert at (4) separate locations. Authorization to remove contaminated silt/debris/sediment from within the culvert was received; equipment was staged and personnel were identified. - 01/14/2018 - Contaminated silt/debris/sediment was removed from several locations along the culvert. In total, (20) 55-gallon drums of contaminated silt/debris/sediment was recovered. - 01/18/2018 - 2,619.0 LBS. of absorbents were transported off-site to a HWSA.

**19. QUANTITY OF PRODUCT RECOVERED?**

(20) 55-gallon drums of contaminated silt/debris/sediment and 2,619.0 lbs of absorbents (unable to estimate amount of JP-5 recovered as all recovered JP-5 is contained within other media for which the dry-weight is unknown)

**19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?**

Hazardous Waste Storage Area, Bldg. (b)(3)(A)(ii) Camp Kinser

**20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?**

YES. (Fill out blocks 20A, 20B, and 20C)

**20A. HW WAS TAKEN TO WHAT FACILITY?**

Units Hazardous Waste Accumulation Point (HWAP).

**20B. HW MANIFEST NUMBER**

Not applicable.

**20C. DISPOSAL METHOD**

DLA Disposition Services (DRMO)

**21. NAME AND PARTIES INVOLVED CLEANUP****21A. NAME**

(b)(6), (b)(3)(A)(ii)

**21B. RANK/PAY GRADE**

(b)(6), (b)(3)(A)(ii)

**21C. TELEPHONE**

(b)(6), (b)(3)(A)(ii)

**21D. ORGANIZATION**

(b)(6), (b)(3)(A)(ii)

**21E. EMAIL**

(b)(6), (b)(3)(A)(ii)

**21F. SECURE EMAIL**

(b)(6), (b)(3)(A)(ii)

**22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT**

(b)(5)

**INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT****1. References**

- a. USFJ Instruction 23-101
- b. Japan Environmental Governing Standard (JEGS)
- c. DLA Energy-I-13.

**2 General**

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter\_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)

b. This form provides the minimum information which shall be contained in a spill report to USFJ.

c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.

d. Please spell out acronyms the first time used.

**3. Entries in numbered blocks. (Self-explanatory block omitted.)**

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.

USFJ SPILL REPORT		
SPILL INCIDENT DATA		
1. DATE AND TIME OF SPILL 29 Aug 2019, 22:20	2. DATE AND TIME OF REPORT 30 Aug 2019, 06:30	3. LOCATION / INSTALLATION MCAS Futenma (MCAS Futenma Barrack parking lot)
4. MISSION IMPACT Minor	5. PRODUCT INVOLVED Legacy Aqueous Film Forming Foam	6. QUANTITY SPILLED 100.0 gallons
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) 100 gallons of Legacy AFFF released from a puncture in the tank of a emergency response vehicle in the parking lot of barrack MCAS Futenma. The Legacy AFFF did enter the storm drain. Legacy AFFF was captured with several bags of dry sweep and pads. An Unknown amount of Legacy AFFF went down the storm drain. Additionally an undetermined amount of soil has been contaminated. Contaminated dry sweep and pads were placed in 2 steel 30 gallon open top drums for final disposal. Absorbent boom has been placed downstream to prevent further contamination. All visibly contaminated soil will be removed.		
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT MCAS Futenma (b) (6), (b)(3)(A)(ii) responded to a fire alarm in Barracks (3) The operator of the vehicle misjudged the turn and made significant impact with a concrete barrier causing 100 gallons of Legacy AFFF to release onto the parking lot.		
ENVIRONMENTAL		
9. DID THE FUEL ENTER A WATERWAY?	YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT An unknown amount Legacy AFFF went down a storm drain. Additionally an undetermined amount of soil has been contaminated.		
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?	NO. (Proceed to block 11.)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT		
11A. WEATHER CONDITIONS AT TIME OF SPILL Light Rain	11B. WEATHER CONDITIONS AT TIME OF REPORT Light Rain	
PUBLIC RELATIONS		
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?	NO. (Proceed to block 13.)	
12A. WHAT US ORGANIZATIONS/AGENCIES?	12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES?	
DLA ENERGY OWNED FUEL		
13. IS THIS DLAE OWNED FUEL?	NO. (Proceed to block 14.)	13A. DODAAC
13B. COUNTRY	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.	
REPORT INFORMATION		
14. SPILL REPORT SEQUENCE NUMBER SL-2019-0000020	16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION	16A. NAME (b) (6), (b)(3)(A)(ii)	
15A. NAME (b) (6), (b)(3)(A)(ii)	16B. RANK/PAY GRADE (b) (6), (b)(3)(A)(ii)	
15B. RANK/PAY GRADE	16C. ORGANIZATION MCAS Futenma (b) (6), (b)(3)(A)(ii)	
15C. ORGANIZATION (b) (6), (b)(3)(A)(ii)	16D. EMAIL (b) (6), (b)(3)(A)(ii)	
15D. EMAIL (b) (6), (b)(3)(A)(ii)	16E. TELEPHONE (b) (6), (b)(3)(A)(ii)	
15E. TELEPHONE (b) (6), (b)(3)(A)(ii)	16F. STATUS (b) (6), (b)(3)(A)(ii)	

**SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES**

17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).

none

18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.

Multiple bags of dry sweep and pads were used to clean the release. An unknown amount of the tank went into the storm drains. All contaminated absorbent pads and dry sweeps were drum for disposal.

19. QUANTITY OF PRODUCT RECOVERED?

60.0 gallons

19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?

20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?

YES. (Fill out blocks 20A, 20B, and 20C)

20A. HW WAS TAKEN TO WHAT FACILITY?

MCAS Futenma Headquarters and Headquarters Squadron HWAP

20B. HW MANIFEST NUMBER

20C. DISPOSAL METHOD

Other  
(HMMC)

21. NAME AND PARTIES INVOLVED CLEANUP

21A. NAME

(b) (6), (b)(3)(A)(ii)

21B. RANK/PAY GRADE

(b) (6), (b)(3)(A)(ii)

21C. TELEPHONE

(b) (6), (b)(3)(A)(ii)

21D. ORGANIZATION

MCAS Futenma (b) (6), (b)(3)(A)(ii)

21E. EMAIL

(b) (6), (b)(3)(A)(ii)

21F. SECURE EMAIL

22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT

(b) (5)

**INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT****1. References**

- USFJ Instruction 23-101
- Japan Environmental Governing Standard (JEGS)
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**2 General**

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- Please spell out acronyms the first time used.

**3. Entries in numbered blocks. (Self-explanatory block omitted.)**

- Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.
- Block 4: Did spill or incident cause equipment to be out of service?
- Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)
- Block 6: All quantities are in U.S. gallons.
- Block 7: How did the spill happen?
- Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.
- Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.
- Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.
- Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.
- Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.
- Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.
- Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.
- Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>
- Block 14. Spill report numbers are in sequence 001/002/003/etc.
- Block 19. All quantities are in U.S. gallons.
- Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.

USFJ SPILL REPORT			
SPILL INCIDENT DATA			
1. DATE AND TIME OF SPILL 05 Dec 2019, 14:45	2. DATE AND TIME OF REPORT 06 Dec 2019, 07:55	3. LOCATION / INSTALLATION MCAS Futenma	
4. MISSION IMPACT Major		5. PRODUCT INVOLVED AFFF (3%) Mixed with Water	6. QUANTITY SPILLED 10000.0 gallons
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) Total of (8) Marines were working on aircraft 48 as (b) (6), (b)(3)(A)(ii) tow crew. The auxiliary power unit (APU) had been turned on for approximately 5 minutes when Marines heard the alarm sound for the hangar's fire detection system. Marines witnessed AFFF filling the hangar and raced to shut off the valve releasing AFFF. MALS was first on scene to respond.			
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT The auxiliary power unit (APU) was accidentally turned on and time duration was 5 minutes. Hangar's AFFF fire suppression system was activated. Personnel from (b) (6), (b)(3)(A)(ii) aided in the containing and cleaning up of the AFFF (3%) Mixed with Water.			
ENVIRONMENTAL			
9. DID THE FUEL ENTER A WATERWAY?		YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT Minimal to No Impact			
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?		YES. (Describe effects in block 10A)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT No visual evidence of AFFF foam migrating off base was discovered. Given the amount of rainfall, accumulated foam, wind, and proximity to drainage it is impossible to determine the exact quantity of released AFFF. It is estimated to be a minimal amount of fugitive foam that reached storm water drains.			
11A. WEATHER CONDITIONS AT TIME OF SPILL Rain		11B. WEATHER CONDITIONS AT TIME OF REPORT Light Rain	
PUBLIC RELATIONS			
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?		NO. (Proceed to block 13.)	
12A. WHAT US ORGANIZATIONS/AGENCIES?		12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES?	
DLA ENERGY OWNED FUEL			
13. IS THIS DLAE OWNED FUEL?		NO. (Proceed to block 14.)	
13B. COUNTRY		13A. DODAAC	
		13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.	
REPORT INFORMATION			
14. SPILL REPORT SEQUENCE NUMBER SL-2019-0000028		16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION		16A. NAME (b) (6), (b)(3)(A)(ii)	
15A. NAME (b) (6), (b)(3)(A)(ii)		16B. RANK/PAY GRADE	
15B. RANK/PAY GRADE (b) (6), (b)(3)(A)(ii)		16C. ORGANIZATION (b) (6), (b)(3)(A)(ii)	
15C. ORGANIZATION (b) (6), (b)(3)(A)(ii)		16D. EMAIL (b) (6), (b)(3)(A)(ii)	
15D. EMAIL (b) (6), (b)(3)(A)(ii)		16E. TELEPHONE (b) (6), (b)(3)(A)(ii)	
15E. TELEPHONE (b) (6), (b)(3)(A)(ii)		16F. STATUS (b) (6), (b)(3)(A)(ii)	

**SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES****17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).**

Skin contact with agent was made for all Marines. Flight Surgeon on standby for any adverse reactions.

**18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.** (b) (6), (b)

Fire department and (b) (6), (b)(3)(A)(ii) were on site to assist and aid with cleanup along with 13 (b)(3)(A)(ii) marines.

**19. QUANTITY OF PRODUCT RECOVERED?**

10000.0 gallons

**19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?** (b)(3)(A)(i)

The recovered product is stored in the UST's at Bldg (b)(3)(A)(i) and Bldg (b)(3)(A)(i)

**20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?**

YES. (Fill out blocks 20A, 20B, and 20C)

**20A. HW WAS TAKEN TO WHAT FACILITY?**

MALS HWAP

**20B. HW MANIFEST NUMBER****20C. DISPOSAL METHOD**

Other (HMMC HW pickup with disposal instructions)

**21. NAME AND PARTIES INVOLVED CLEANUP****21A. NAME**

(b) (6), (b)(3)(A)(ii)

**21B. RANK/PAY GRADE**

(b) (6), (b)(3)(A)(ii)

**21C. TELEPHONE****21D. ORGANIZATION**

(b) (6), (b)(3)(A)(ii)

**21E. EMAIL**

(b) (6), (b)(3)(A)(ii)

**21F. SECURE EMAIL**

(b) (6), (b)(3)(A)(ii)

**22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT**

(b) (5)

**INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT****1. References**

- USFJ Instruction 23-101
- Japan Environmental Governing Standard (JEGS)
- DLA Energy-I-13.

**2 General**

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter\_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)

b. This form provides the minimum information which shall be contained in a spill report to USFJ.

c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.

d. Please spell out acronyms the first time used.

**3. Entries in numbered blocks. (Self-explanatory block omitted.)**

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.

USFJ SPILL REPORT			
SPILL INCIDENT DATA			
1. DATE AND TIME OF SPILL 16 Jan 2020, 06:45	2. DATE AND TIME OF REPORT 16 Jan 2020, 13:20	3. LOCATION / INSTALLATION Marine Corps Air Station Futenma	
4. MISSION IMPACT There was no impact to mission.		5. PRODUCT INVOLVED Phoscheck-Ansulite Milspec Aqueous Film Forming Foam (AFFF)	6. QUANTITY SPILLED 1.0 gallon concentrate mix with 33 gallons of water
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) Spill happened at MCAS flight line apron near the tower between Bldg (b)(3)(A)(i)			
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT During daily operational checks of a P19R (aircraft firefighting vehicle) which is required by MCO P4790.2C, a Marine operator mistakenly selected the AFFF activation switch from the structural panel. Once the pump was activated, the Marine noticed immediately that the agent was coming out of the hand line. He communicated that to the operator and the discharge was shut. The appropriate chain of command was notified and clean up procedures were followed and completed.			
ENVIRONMENTAL			
9. DID THE FUEL ENTER A WATERWAY?		YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT Wind carried a small amount of agitated foam into one storm drain. This foam could not be recovered.			
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?		YES. (Proceed to block 11.)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT No visual evidence of AFFF foam migrating off base was discovered. Wind carried a small amount of agitated foam into one storm drain. This foam could not be recovered.			
11A. WEATHER CONDITIONS AT TIME OF SPILL Cloudy and windy		11B. WEATHER CONDITIONS AT TIME OF REPORT Cloudy and windy	
PUBLIC RELATIONS			
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?		NO. (Proceed to block 13.)	
12A. WHAT US ORGANIZATIONS/AGENCIES?		12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES?	
DLA ENERGY OWNED FUEL			
13. IS THIS DLAE OWNED FUEL?	NO. (Proceed to block 14.)		13A. DODAAC
13B. COUNTRY	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.		
REPORT INFORMATION			
14. SPILL REPORT SEQUENCE NUMBER SL-2020-0000001		16. SPILL DISCOVERED BY SECTION (b) (6), (b)(3)(A)(ii)	
15. SPILL REPORTED BY SECTION		16A. NAME MCAS Futenma	
15A. NAME (b) (6), (b)(3)(A)(ii)	16B. RANK/PAY GRADE (b) (6), (b)(3)(A)(ii)		
15B. RANK/PAY GRADE (b) (6), (b)(3)(A)(ii)	16C. ORGANIZATION MCAS Futenma (b) (6), (b)(3)(A)(ii)		
15C. ORGANIZATION MCAS Futenma (b) (6), (b)(3)(A)(ii)	16D. EMAIL (b) (6), (b)(3)(A)(ii)		
15D. EMAIL (b) (6), (b)(3)(A)(ii)	16E. TELEPHONE (b) (6), (b)(3)(A)(ii)		
15E. TELEPHONE (b) (6), (b)(3)(A)(ii)	16F. STATUS (b) (6), (b)(3)(A)(ii)		



**SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES****17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).**

No injuries.

**18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.**

Dam Dike Divert procedures with pads and boom were deployed. A barrier was placed in front of the closest storm drain to prevent leakage. Dry sweep was deployed starting at closest to the drain back to the discharge point. Agitated foam was gathered and contained in hazmat bags. After the dry sweep soaked up the AFFF, it was gathered in hazmat bags along with the boom and pads for disposal.

**19. QUANTITY OF PRODUCT RECOVERED?**

Difficult to determine, but estimated that nearly all of the 34 gallons of AFFF concentrate/water mixture was recovered.

**19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?**

dry sweep, broom, pads, hazwaste bags

**20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?**

YES. (Fill out blocks 20A, 20B, and 20C)

**20A. HW WAS TAKEN TO WHAT FACILITY?**

MCAS Futenma, (b)(3)(A)(ii) Aircraft Recovery Hazardous Waste Accumulation Point

**20B. HW MANIFEST NUMBER**

N/A

**20C. DISPOSAL METHOD**

Other

**21. NAME AND PARTIES INVOLVED CLEANUP****21A. NAME**

(b) (6), (b)(3)(A)(ii)

**21B. RANK/PAY GRADE**

(b) (6), (b)(3)(A)(ii)

**21C. TELEPHONE**

(b) (6), (b)(3)(A)(ii)

**21D. ORGANIZATION**

MCAS Futenma (b) (6), (b)(3)(A)(ii)

**21E. EMAIL**

(b) (6), (b)(3)(A)(ii)

**21F. SECURE EMAIL****22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT**

(b) (5)

**INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT****1. References**

- a. USFJ Instruction 23-101
- b. Japan Environmental Governing Standard (JEGS)
- c. DLA Energy-I-13.

**2 General**

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter\_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)

b. This form provides the minimum information which shall be contained in a spill report to USFJ.

c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.

d. Please spell out acronyms the first time used.

**3. Entries in numbered blocks. (Self-explanatory block omitted.)**

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.



USFJ SPILL REPORT			
SPILL INCIDENT DATA			
1. DATE AND TIME OF SPILL 10 Apr 2020, 1645	2. DATE AND TIME OF REPORT 11 Apr 2020, 2200	3. LOCATION / INSTALLATION MCAS Futenma	
4. MISSION IMPACT Major		5. PRODUCT INVOLVED AFFF Mixed with Water	6. QUANTITY SPILLED 45,000-60,000 gallons (estimated)
7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL) (b)(3)(A)(ii), (b) (6) Marines were in quarantine in Hangar 6. The fire system activated and the system released AFFF mixed with water for approximately 20 minutes. 60K gal (max estimated) released based on known flow rate. The entire 1200 gal of AFFF concentrate was released with the first 40K gal of water, and the last 20K gal was water only. Approx 22K gal was contained in a UST, 38K gal overflowed onto apron, into storm drains, and off base. Significant foaming spread across the apron, became airborne, and blew off-base. Significant foaming in off-base storm drains was reported. AFFF is presumed to be legacy foam containing PFOS.			
8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT Charcoal bbq grill activated the AFFF system. It is unclear at this time whether the grill was in the hangar or outside on the apron. Marines attempted to hit the "AFFF Abort" button in the hangar with no effect.			
ENVIRONMENTAL			
9. DID THE FUEL ENTER A WATERWAY?		YES. (Describe effects in block 9A)	
9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT A significant quantity (up to approx 38K gal) of AFFF-contaminated water flowed off base into concrete lined channels to a stream, and then to the ocean. Foam was photographed blowing along streets off-base.			
10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?		YES. (Describe effects in block 10A)	
10A. EFFECTS OF OFF-BASE SPILL/INCIDENT			
11A. WEATHER CONDITIONS AT TIME OF SPILL Windy, clear, no rain		11B. WEATHER CONDITIONS AT TIME OF REPORT Light Rain started the evening of Sat 11 Apr 2020.	
PUBLIC RELATIONS			
12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?		YES. (Proceed to block 13.)	
12A. WHAT US ORGANIZATIONS/AGENCIES? MCIPAC COMMSTRAT has released two press releases at this time.		(b)(3)(A)(ii), (b) (6) 12B. WHAT JAPANESE ORGANIZATIONS/AGENCIES? MCAS Futenma in direct comms with Mayor of Ginowan.	
DLA ENERGY OWNED FUEL			
13. IS THIS DLAE OWNED FUEL?	NO. (Proceed to block 14.)		13A. DODAAC
13B. COUNTRY	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.		
REPORT INFORMATION			
14. SPILL REPORT SEQUENCE NUMBER SL-2020-xxxx		16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION		16A. NAME TBD	
15A. NAME TBD		16B. RANK/PAY GRADE TBD	
15B. RANK/PAY GRADE TBD		16C. ORGANIZATION TBD	
15C. ORGANIZATION (b)(3)(A)(ii), (b) (6)		16D. EMAIL TBD	
15D. EMAIL TBD		16E. TELEPHONE TBD	
15E. TELEPHONE TBD		16F. STATUS TBD	

## SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES

### 17. PERSONNEL INJURIES/CASUALTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).

Skin contact with agent was made for approx 14 Marines who were in the hangar. Two Marines were transported to the hospital.

(b) (6),

### 18. CORRECTIVE ACTIONS TAKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.

Fire department and (b)(3)(A)(ii), (b) (6) were on site to assist and aid with cleanup along with (A)(ii) Marines

### 19. QUANTITY OF PRODUCT RECOVERED?

22,000 gallons

### 19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?

The recovered product is stored in other USTs aboard MCAS Futenma. Disposal will be coordinated with DLA-DS at a future date.

### 20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE(HW)?

YES. (Fill out blocks 20A, 20B, and 20C)

### 20A. HW WAS TAKEN TO WHAT FACILITY?

HMMC

### 20B. HW MANIFEST NUMBER

### 20C. DISPOSAL METHOD

Other  
(HMMC HW pickup with disposal instructions)

### 21. NAME AND PARTIES INVOLVED CLEANUP

#### 21A. NAME

#### 21B. RANK/PAY GRADE

#### 21C. TELEPHONE

#### 21D. ORGANIZATION

#### 21E. EMAIL

#### 21F. SECURE EMAIL

### 22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT

TBD

## INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT

#### 1. References

- a. USFJ Instruction 23-101
- b. Japan Environmental Governing Standard (JEGS)
- c. DLA Energy-I-13.

#### 2 General

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter\_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)

b. This form provides the minimum information which shall be contained in a spill report to USFJ.

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d. Please spell out acronyms the first time used.

3. Entries in numbered blocks. (Self-explanatory block omitted.)

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.

b. Block 4: Did spill or incident cause equipment to be out of service?

c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)

d. Block 6: All quantities are in U.S. gallons.

e. Block 7: How did the spill happen?

f. Block 8: Provided details of the how from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.

g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.

h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.

i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.

j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.

k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.

l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.

m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. <http://www.supsalv.org/essm/>

n. Block 14. Spill report numbers are in sequence 001/002/003/etc.

o. Block 19. All quantities are in U.S. gallons.

p. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.

HAZMAT DISPOSAL  
BAGS 12" X 18"  
24 EA Feb 2009

To Recycle, Please Call  
1-800-368-7324  
PART # 17-010

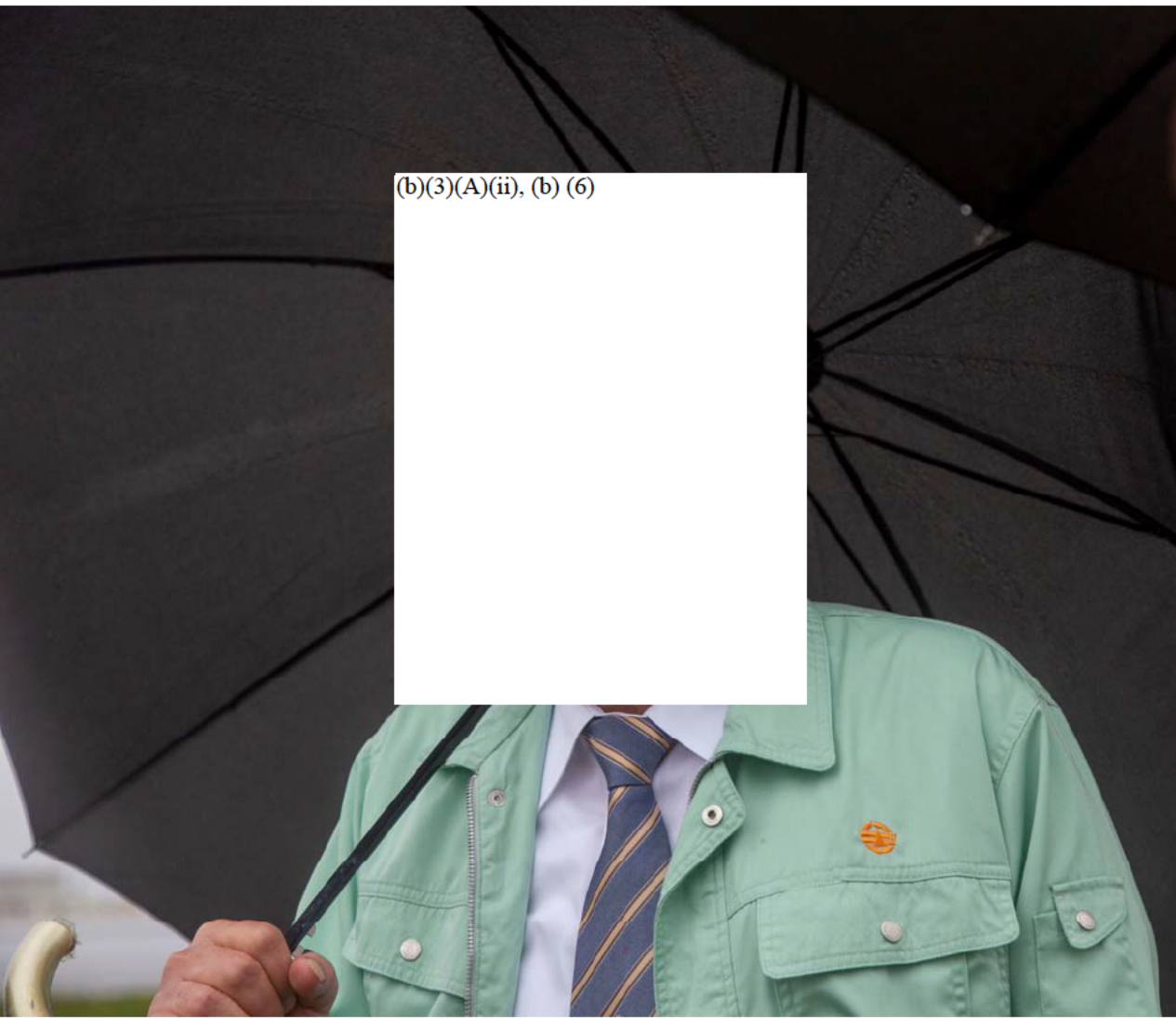
**HAZARDOUS  
MATERIAL**  
HANDLE WITH CARE



HAZMAT DISPOSAL  
BAGS 17" X 30"  
24 EA Feb 2009



**HAZARDOUS  
MATERIAL**  
HANDLE WITH CARE

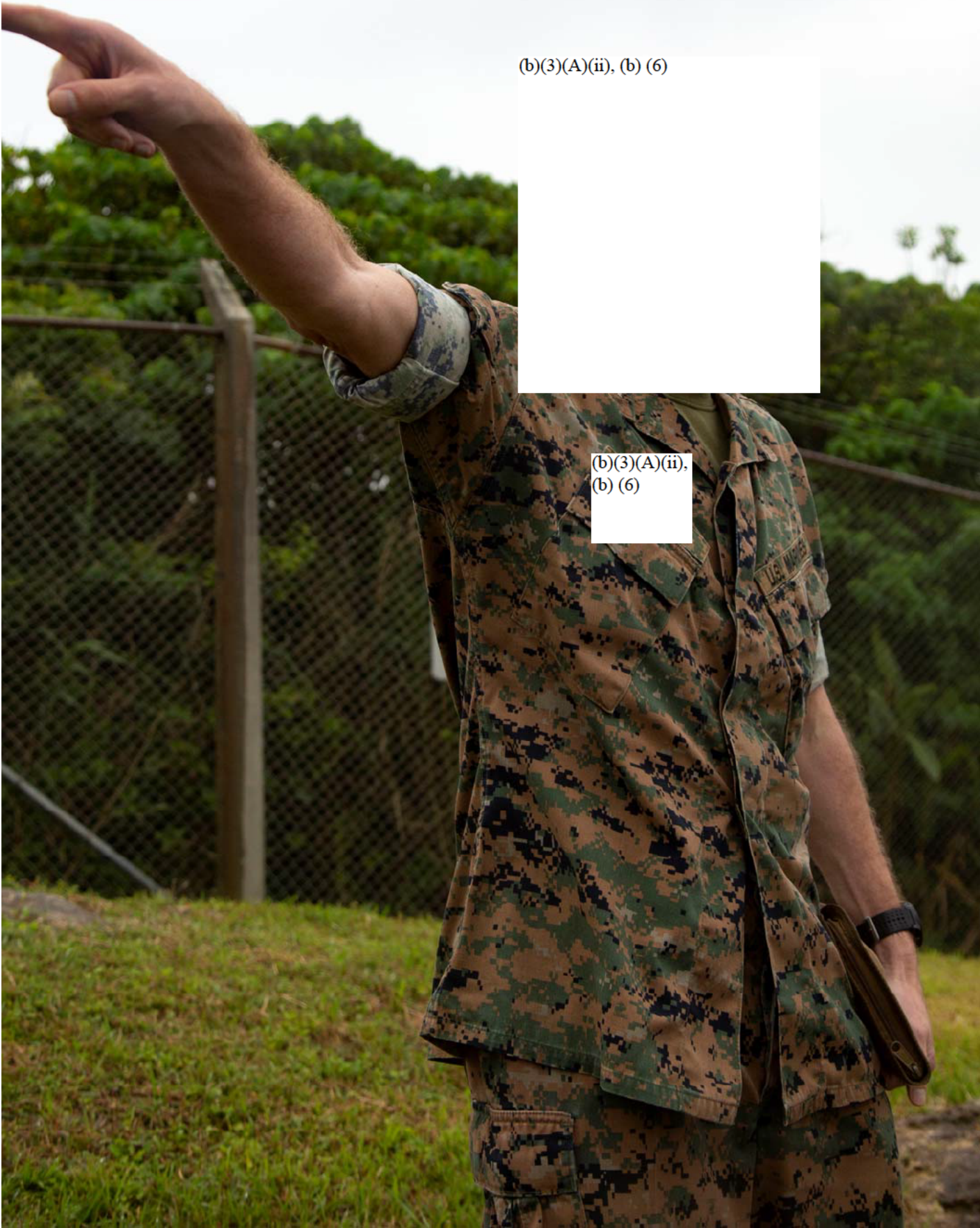


(b)(3)(A)(ii), (b) (6)

(b)(3)(A)(ii), (b) (6)





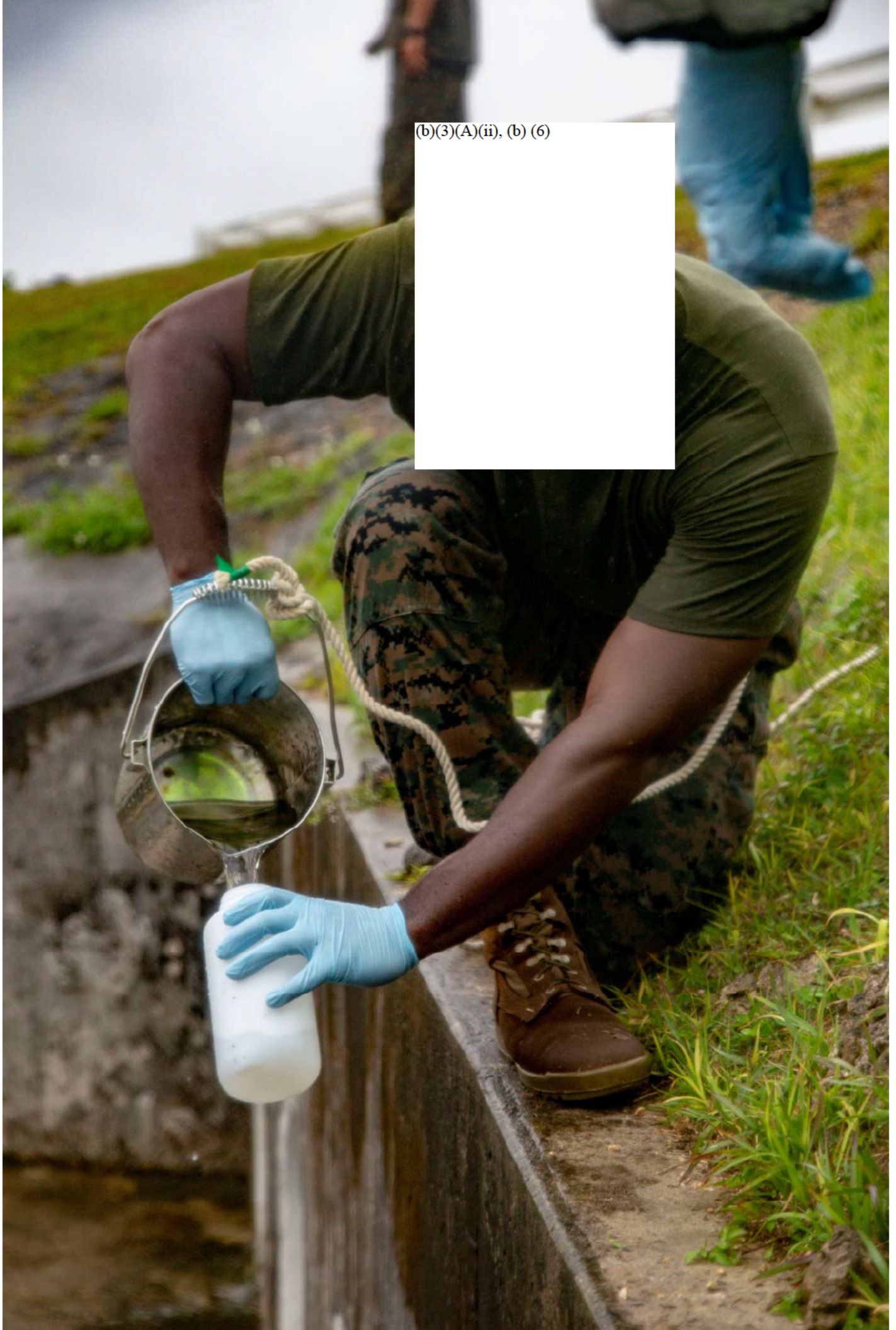


(b)(3)(A)(ii), (b) (6)

(b)(3)(A)(ii),  
(b) (6)



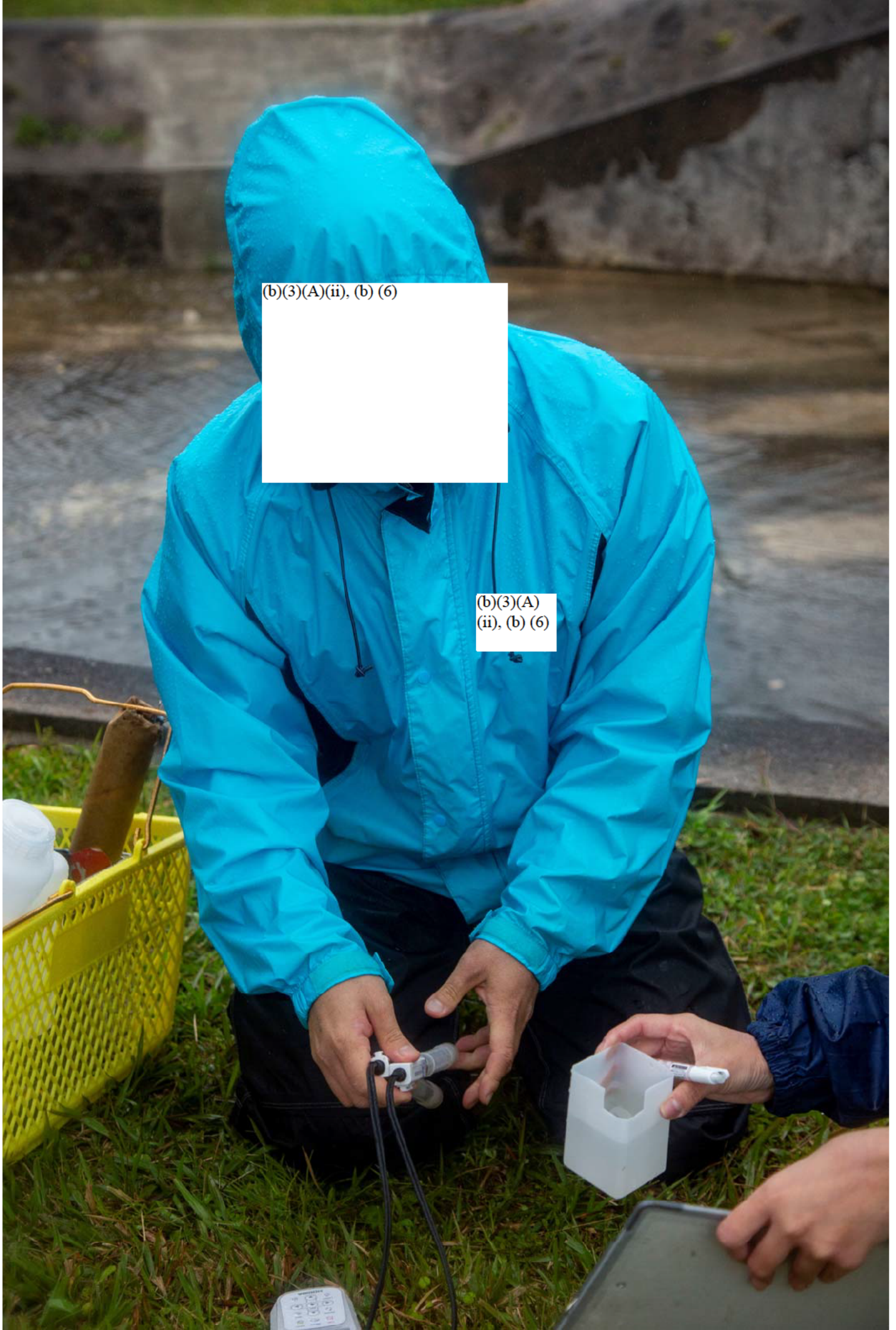
(b)(3)(A)(ii), (b) (6)





(b)(3)(A)(ii), (b) (6)

(b)(3)(A)  
(ii), (b) (6)





(b)(3)(A)(ii), (b) (6)

(b)(3)(A)(ii), (b) (6)

(b)(3)  
(A)(ii),  
(b) (6)





(b)(3)(A)(ii), (b) (6)

(b)(3)(A)(ii), (b) (6)



(b)(3)  
(A)(ii),  
(b) (6)

(b)(3)(A)  
(ii), (b)  
(6)

(b)(3)(A)(ii), (b) (6)

(b)(3)  
(A)(ii),  
(b) (6)

(b)(3)(A)(ii), (b)  
(6)









(b)(3)(A)  
(ii), (b) (6)

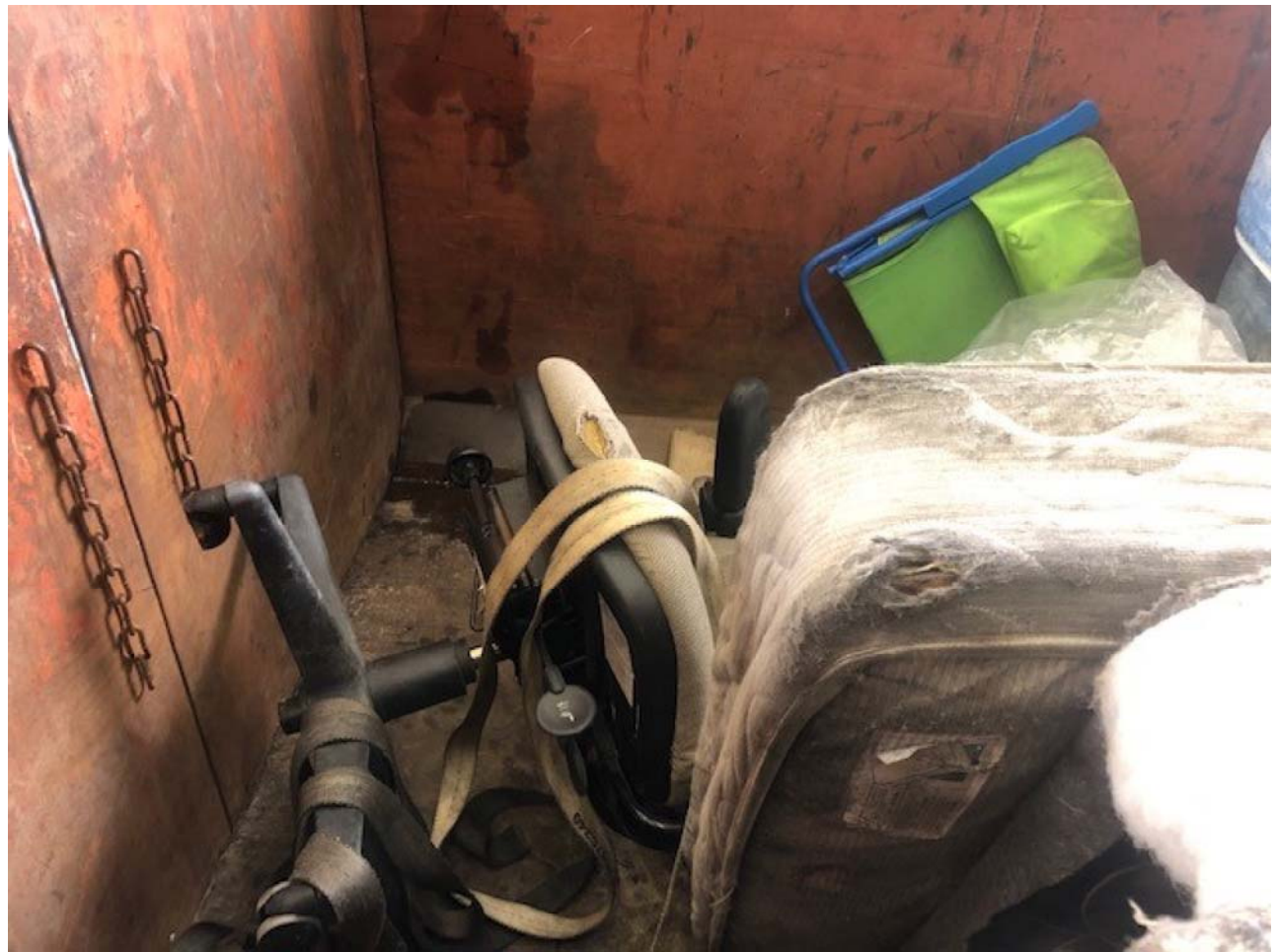
(b)(3)(A)  
(ii), (b) (6)

(b)(3)(A)  
(ii), (b) (6)

(b)(3)  
(A)  
(ii),  
(b) (6)

















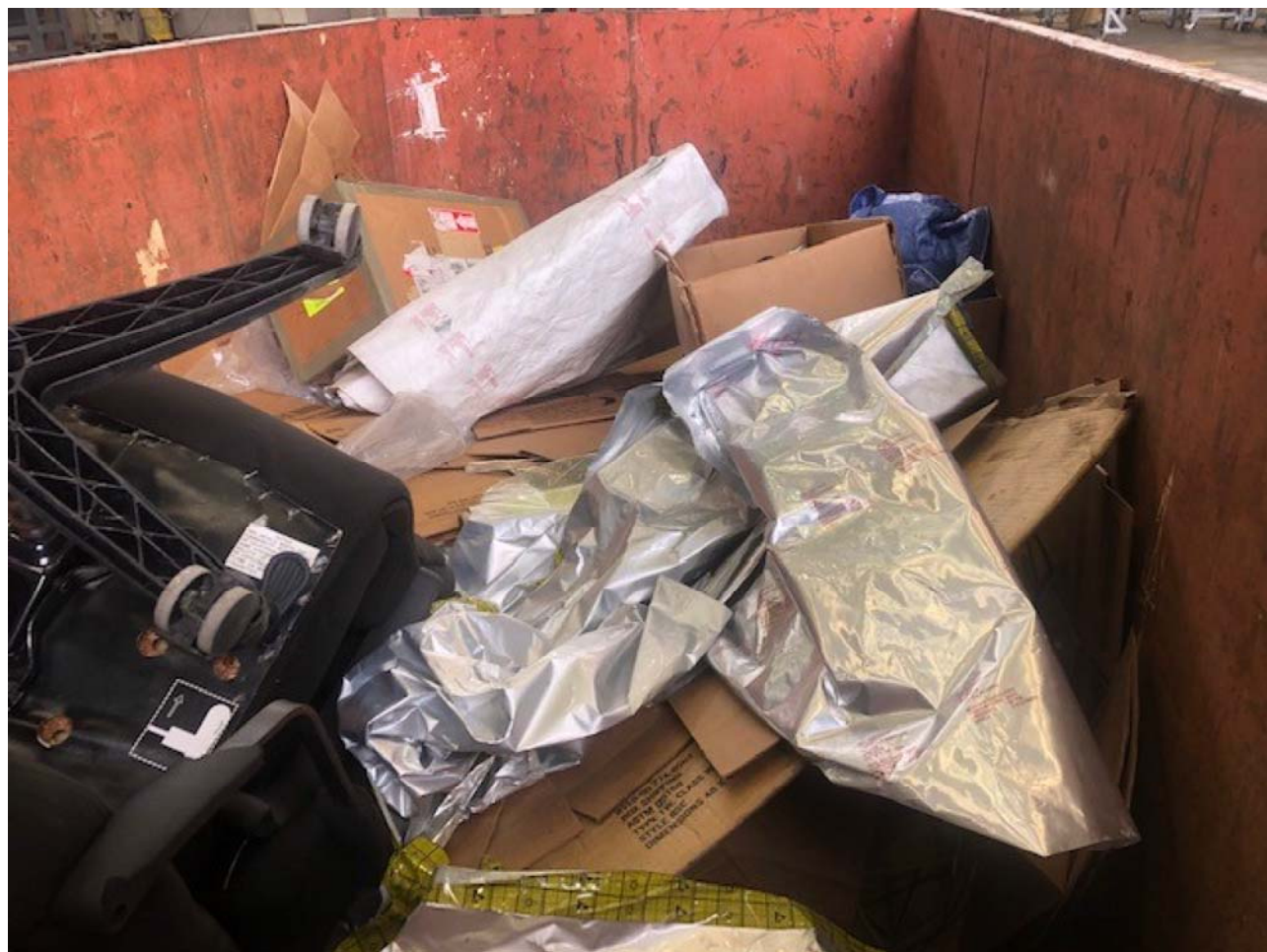






























(b)(3)  
(A)(ii),  
(b) (6)

(b)(3)(A)  
(ii), (b) (6)





(b)(3)(A)(ii), (b) (6)

(b)(3)  
(A)(ii),  
(b) (6)

(b)(3)(A)  
(ii), (b)  
(6)

(b)(3)(A)  
(ii), (b) (6)











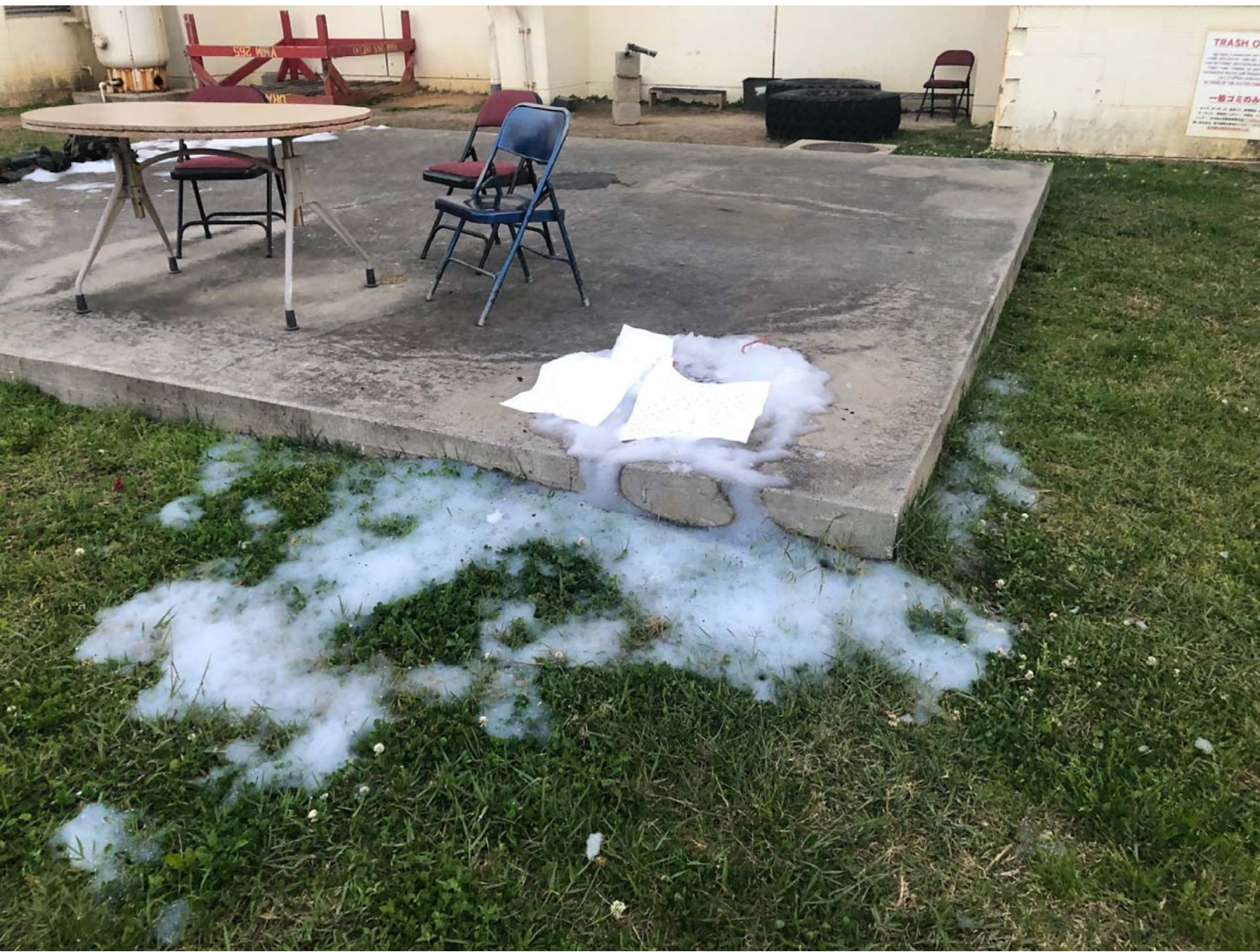




(b)(3)(A)(ii),  
(b) (6)

























(b)(3)(A)  
(ii), (b) (6)







































米武者修行  
バスケット  
ボールの指導  
者を志す中村  
匡世さん。単  
身で米修行の  
武者修行が話  
題になっている。

選合意24年  
の全面返還合意か  
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てられている。

輸出議論  
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3231  
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**SHOGAKUIN 学校尚学院**  
JPS 予備校  
尚学院 SIBA  
中・高・専修校  
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0120-39-5069  
■本社事業案内  
098-865-5253  
■読者相談窓口  
098-865-5656

# 琉球新報

THE RYUKYU SHIMPO 第39945号

2020年(令和2年)  
4月12日 日曜日  
[旧3月20日・仏滅]

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〒900-8525 那覇市豊崎

## 泡消火剤市街地に拡散

### 流出一夜明け 米軍、除去せず放置

【那覇】米軍普天間飛行場から発がん性が指摘される有機フッ素化合物の「PFOA」「PFOS」を含む泡消火剤が基地外へ流出した問題で、発生から一夜明けた11日、宜野湾市と大槌町の間に流れる手地川で大量の泡消火剤が確認された。泡消火剤の泡は風にのって川沿いの公道や住宅外にも拡散した。市消防本部が川で除去作業に当たったが、量が多すぎたため断念。米軍は飛行場の除去作業をせず、大量の泡消火剤が除去されないまま放置されている。

流出事故多発、市は同 意を米軍に求めた。県も10日に飛行場から流出した基地内への立ち入り調査を求め、泡消火剤は、比屋良川から



米軍普天間飛行場から流出し、住宅地に迫る泡消火剤。11日午前8時17分ごろ、宜野湾市大槌町(金良孝大撮影)

## 米司令官「雨降れば 基地内の」

【宜野湾】米軍普天間飛行場から有機フッ素化合物「PFOA」「PFOS」を含む泡消火剤が流出した問題で、同飛行場の基地司令官ティン・ド・ステール大佐は11日、宇地泊川の除去作業現場を訪れ「雨が降れば取まるだろう」と市職員に発言した。

泡消火剤を回収せずに放置するとも受け取られる姿勢を示した。

ステール大佐は「最後の先は(飛行場内からの)流出現場を訪れる米軍普天間飛行場の基地司令官ティン・ド・ステール大佐は11日午後1時すぎ、宜野湾市豊崎

## 繁華街

安値首飾は11日、新型コロナウイルス感染症拡大の阻止に向け、繁華街への外出自粛要請を全国に拡大する方針を表明した。また、緊急事態宣言を出した京都府の全事業場に対し、在宅勤務を原則とし、出勤者を最低7割に減らすよう求めた。「要請を出した地域では医療の提供体制が逼迫している」と述べ、医療物資へ支援強化を打ち出

## 県内感染57人に 新型コロナ 新たに8人陽性

県は11日、県内で新たに8人の新型コロナウイルス感染症を新たに8人陽性。県内での感染者数は57人と、2日に増加した。新たに陽性となったのは、本島中部では人、2人に増加した。今後は、ベットの確保が難しい状況。不要不急の外出、夜間



宜野湾市の泡消火剤流出現場



(b) (5)



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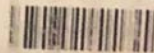
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(b)(3)(A)(ii), (b)(6)



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